

## INFORMATION REPORT

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25X1

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1. During late August 1953 the railroad line between Zbaszyn and Swiebodzin was closed for several hours; traffic was resumed later, but a very low speed limit was enforced. Polish pilots maintain that the line was blown up by diversants. During early August 1953 a similar incident occurred near Minsk; Polish pilots maintain that this line was also blown up. In both cases the brigades waited until the damages were repaired, so that no one might see the extent of the devastation.
2. The average traffic from Frankfurt/Oder to Brest and back consists of about 15 trains every eight hours. From 13 to 20 August 1953 the traffic decreased significantly - about 10 trains every eight hours. The loads from Frankfurt/Oder consist of all types of small and heavy industrial machines, cellulose, cranes, and empty refrigerator cars. The loads from Brest consist of corn, ores, uranium ore, and loaded refrigeration cars. The average tonnage of a train is 1,700 to 1,800 tons and the number of axles varies between 104 and 106. There are about ten empty cars leaving Frankfurt/Oder for Brest, and about 600 freight cars leave Frankfurt/Oder for Brest.
3. The only change in the organization of the brigades is that while earlier a brigade was composed of 11 men (one brigade chief included), there are now twelve men (brigade chief included). Formerly the brigade would rest after a tour of duty; now four men go home and are replaced by four members of another brigade; the remaining eight must proceed on a new tour and wait to go home until back in Frankfurt/Oder. This system is designed to get the maximum use from a locomotive. The schedule has also been rearranged so that now the trip from Frankfurt/Oder to Brest is done in one and one half days, while formerly it was done in four days.
4. About 15 trains a day leave Frankfurt/Oder for Brest and vice versa. About 50 to 60 percent of the trains are ore trains; 30 percent are refrigerator trains (this has been true only during July and August 1953); the remainder consists of machines, industrial and transloading equipment, and passenger trains. There are about five leave trains a month, except the Blue Express which circulates daily. The make-up of each train is as follows: locomotive, German personnel car, Russian personnel car, and the rest of the train.

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An exception is made for Uranium trains where the make-up is: locomotive, German personnel car, Russian personnel car, about thirty to forty cars, the rest of the train. The number of axles is as follows:

To Brest - 120 axles  
 From Brest - 104 to 110 axles  
 Uranium and heavy equipment trains - 110 to 112 axles both ways  
 Refrigerator trains -  
     To Brest - 120 axles  
     From Brest - 110 axles

5. There is no unusual traffic in empty cars.

6. At present there are no brigades from Frankfurt/Oder to Rawa Ruska, except those from Cottbus. There are two locomotives leaving Frankfurt/Oder for Gerdauen per day; one at about 2:00 pm and another at about 4:00 am. These trains are short, and very heavy. They carry mostly heavy industrial equipment such as cranes and machines. The make-up is the same as for the normal trains leaving Frankfurt/Oder for Brest. The number of axles varies between 110 and 120. The trains go to Gerdauen loaded with goods and return with troops. There is a special route followed by brigades carrying special heavy equipment to Brest. The route is as follows: Frankfurt/Oder, Poznan, Kutno, Plock, Gablonowo, Ostroleka, Siedlce. The trains are short, very heavy, and the load is high.

7. There is at least one Uranium train per day consisting of about 46 to 50 trains. The tonnage varies between 1,200 to 1,400 tons. Either the Gerdauen or the Brest routes are taken. A special Russian escort car, in addition to the usual one, is situated in the middle of the train. Its purpose is to guard the load and assure the distribution of Russian watches along the train. The shipping papers are taken care of by the German train commander; he picks them up at the railway service office and gives them up in Brest to a Russian official. The office in charge of the shipping papers in Frankfurt is the railway management office, which is on platform III; papers are probably obtained from the Chief Traffic Management, which is on Central Strasse in Frankfurt/Oder. The ~~Uranium~~ trains either come ready to Frankfurt/Oder, or they are picked up by the Frankfurt/Oder brigade in some small station 50 to 80 kilometers from Frankfurt/Oder, where they are brought by other brigades from Cottbus. The train number (pendel), which is assigned on the way to Brest, starts with the number 17 and varies. On the return trip, the number might be 71 0 88, 71 0 79, etc. The last train has no pendel number. All trains to Brest or Gerdauen are handled in the same manner, except those with the additional Russian carriage and phone connection (Uranium trains). Sometimes the refrigerator trains have an additional Russian personnel car.

8. In general, the condition of the tracks between Frankfurt/Oder and Brest is good. The rail line between Frankfurt/Oder and Warsaw is in good condition, and the rest is in fairly good condition and under constant repair. The worst tracks lie between Siedlce and Lukow and between Lukow and Terespol. The railroad bed is on sand and water, but is being changed to gravel. There are single ties between Frankfurt/Oder and Brest. Concrete blocks instead of ties are used in Frankfurt/Oder on the new Friedensbrücke, between Blonie and Golabke, and between Tluszcz and Malkinia. New 30-meter rails have been installed between Toporow and Swietodzin. The repair crews numbering between 40 and 50 men use electrical welding equipment, manual hammers, electrical screw drivers, crow bars and picks. A railroad repair car supplies additional equipment.

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9. The speed limit for all freight trains is 55 kilometers per hour and for passenger trains, including the Blue Express, 80 kilometers per hour. The speed limit for all trains is reduced to 20 kilometers per hour or less on sections where repairs are being made. A new two-track bridge has been completed in Frankfurt/Oder. It is 300 meters long and six meters above the water. It has no arches and its capacity is about 3,000 tons. The bridge is closely guarded by Russians and Poles; no one, even in uniform, is permitted in the area without a special pass. The area is closed in by a fence.
10. The Oder Bridge (Friedensbrucke) is 300 meters in length, has no arches, and has a capacity of about 3,000 tons. The structure is six meters over water level. The area is restricted to all personnel except those with a special pass; it is fenced in and guarded by Russian and Polish soldiers respectively. There is another bridge, longer than the Oder bridge but with the same structure, over the Visla at Golabki-Blonie. A third large bridge is situated near the Gdanska railroad station in Warsaw.
11. The bridge on the Bug River at Terespol is of steel with three arches. There are two tracks - one Russian and one European. Its capacity is about 2,500 tons and it is about 150 meters long. There is a steel bridge at Siedlce with no arches and about 40 meters long. Its capacity is about 500 tons. The bridge at Lowicz, located just outside the town, is about 40 meters long with a capacity of about 400 to 500 tons.
12. There are about 150 to 200 small bridges between Frankfurt/Oder and Brest. There are about one to four bridges between each station. Their average capacity is from 30 to 35 tons, and their length varies between a few meters and 10 to 15 meters.
13. The general condition of the railroad cars is very good. They are mostly old German cars which have been completely overhauled. The types used are OM, GH, flat cars, stake cars and large-space cars. The large space cars include a large number of completely new six-axle, 89-ton cars. The capacities for the particular types of cars are as follows:

OM - 21 to 24 square meters - 15 to 24 tons  
 GH - 21 to 24 square meters - 15 to 24 tons  
 Flat cars - 30 to 40 square meters - 15 to 17 tons  
 Stake cars - 25 to 40 square meters - 40 to 50 tons  
 Large space cars - 50 to 60 square meters - 72 to 100 tons

The loads carried by the particular types are as follows:

OM - ore, raw material, iron, sheet metal  
 GH - corn, ~~uranium~~, furniture, cellulose  
 Flat cars - machines, parts, large cases, electrical equipment  
 Stake cars - machines, parts, large cases, electrical equipment  
 Large space cars - ore, heavy equipment, iron, anthracite

About half the cars used are of the OM type, one quarter are the GH type and the remainder used are flat cars, stake cars, or large space cars.

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The OM cars were constructed between 1936 and 1940. The GH and large-space cars were built at the end of 1952.

14. The planned production per year in East Germany is 100 new locomotives and 400 new cars. However, the only new cars noticed have been the large-space cars. The locomotives used include types 50, 52 and 01 (for heavy or express trains). The number is not known. They are in fairly good condition and were built in 1942 and 1943. Most of them have been overhauled. The locomotives' outstanding weaknesses occur in the tubing, springs, oil lines and valve springs. The quality of coal used for the brigades in Poland ranges from 7/1 through 7/4. The best quality is 7/1, which is seldom used. The 7/2 and 7/3 qualities are used most frequently. Coal given by the Poles to the brigades in 1952 was of very poor quality. However, in 1953 the Russians insisted on the delivery of good quality coal.
15. There is a transloading station in Malaszewice with three cranes in service. Loads are transhipped from Russian gauge to European gauge. A transloading station in Brest is situated between the Bug bridge and the main railroad station. It consists of one bunker equipped with a car elevator for the transloading of Polish coal to Russian gauge cars. The Polish cars enter the bunker, are inclined about 145 degrees by the elevator, and the side wall of the car is released to empty the coal into the Russian car standing on the track below. There are four cranes for the loading or unloading of German brigade cars. Three of the cranes are steam propelled and one is electro-magnetic. The cranes are on the same level as the bunker but somewhat more in the middle of the track field. The transloading is done in such a manner that the Russian cars come on the Russian track, which is on the right side, and the German cars on the European track, which is on the left. The cranes are situated between the two tracks. The average capacity of the steam cranes is about 2,000 kilograms. The electro-magnetical crane operates as follows: a magnetical round iron or steel plate 1.5 meters in diameter lowers on the iron ore bars; the current is switched on and the plate lifts about 20 to 40 bars, each weighing 15 to 20 kilograms. Each crane is operated by about four men.
16. There are about 135 brigades, of which 60 are "Springer brigades" consisting of 12 men and the others normal brigades of about 10 or 11 men. The organization of a brigade is as follows:
 

a. Brigade Chief	1
b. Locomotive Engineer	2
c. Fireman	3
d. Train Commander	2
e. Conductor	2

The brigade chief is subordinated to the Office of the Railroad Workshop Area at the Frankfurt/Oder switching station, which in turn is under the Machinery Office #7 (with an alleged Russian counterpart). The Machinery Office #7 is subordinated to the Reichsbahn Directorate of Berlin, which is under the General Reichsbahn Directorate of Berlin. The only Russian personnel travelling to Brest are Russian escort brigades. The escort consists of about five to six men, one officer (lieutenant or first lieutenant), two aids, assign watches, four to five soldiers (watch). The ~~uranium~~ special escort is the same except that the number of soldiers is greater. Germans are not allowed to walk along the train.

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17. Polish officials are met by railroad officials at every water and border check point.
18. The living conditions of the average railroad man are fair, permitting a few luxuries. Most have bachelor's quarters in Frankfurt/Oder, but usually take advantage of the rooming facilities provided by the railroad. A transient hotel is being built with rooms for railroad men who wait a day or two between trips but do not have enough time to go home. Their wives may come to the hotel and stay with them for those few days. At night they frequent restaurants and cafes such as the Konsten, Leipziger, Genter and Grunewalder.
19. Some smuggling of watches, rubles, combs, small electrical equipment and pens is carried on by the railroad men.
20. The first check point is in Frankfurt/Oder at the switching station. The train commander completes the papers concerning the composition of the train and its load according to the list he obtains from the office manager. Upon completion of these papers he reports on the readiness for departure for Brest at the customs and railroad office. A customs and railroad check of the train follows. The check consists of a car count and verification of the train load. The German brigade personnel car is checked for personal luggage, etc. Sometimes the doors, walls and floor are examined for hiding places.
21. The second check is made at the passenger station by the border police who check the personal documents (border pass). The border pass is greenish-grey on the outside and brown on the inside with a red diagonal stripe on the left side.
22. The third check is at Kunersdorf and includes a customs and pass check. It is stricter than the German check. The water and coal is sometimes checked here.
23. A customs, pass and food check is made at Brest. The customs check is made by two Soviet officers wearing the usual Russian uniform with green badges. The food check is done by a female civilian. The pass check is done by two Russian officers, one of whom seems concerned only with the documents and is subordinate to the other. The second officer's uniform consists of blue trousers and a green jacket with red stripes on the shoulders.
24. The three types of documents used on the trip are as follows:
  - a. Border Crossing Permit - issued in Berlin for each brigade member and requested by either Frankfurt/Oder or Cottbus stations.
  - b. Clothing List - filled out by each brigade member indicating the amount of private and official clothing.
  - c. Money List - filled out by each brigade member; 50 DME are allowed as pocket money for the trip.

The Clothing List is made out in three copies, one of which is surrendered at the switching station at Frankfurt/Oder. The two remaining copies are shown to Polish and Russian officials and later brought back and surrendered to customs at Frankfurt/Oder. Shipping or freight papers are issued by the Chief Railway Directorate in three copies and surrendered to the train commander who gives them to a Russian officer in Brest. The same procedure is followed for papers from Brest to Frankfurt/Oder. Freight or personal passes and documents in the care of the German train commander are not classified secret, but are kept by the train commander in a special case, usually locked. Anyone, however, may examine them in the presence of the train commander.

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25. There are about three steam cranes in Malaszewice for the transloading between Russian and European gauge tracks. They are operated by three to four men each. Their capacity is about 2,000 kilograms. Shortly before reaching Malaszewice there is a forest. Three tracks branch into the forest where a store or factory is reportedly located.
26. The only military installations noted were in Warsaw near the railroad station, where a military project is being built. Both Russian and Polish soldiers are stationed in the large fenced area. There is a Russian caserne in Lowicz to the right of the railroad tracks. Details concerning this caserne are not available.

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The legend for sketch number 2 is as follows:

- (1) through (6) Railroad tracks used by brigades in Brest.
- (7) Russian track going to the central station.
- (8) European track going directly to the central station and used exclusively by the leave trains and Blue Express.
- (9) Water pump.
- (10) Large coal dump.
- (11) Russian guard posts.
- (12) European gauge going into transloading bunker.
- (13) Transloading coal bunker.
- (14) Russian track directly under bunker.
- (15) Russian track on right side of cranes, where trains stand while being transloaded.
- (16) European track where brigade trains stand while being loaded or unloaded.
- (17) Cranes a, b, c and d.
- (18) Track on which trains go to the BW.
- (19) Route followed by the brigade locomotives to take water. A Russian soldier usually rides with the locomotive to the water point and back. Additional guards are indicated on the legend. The large coal dump is not used by the brigades as no coal is delivered to the brigades in Brest. All the coal must be taken at the last Polish coaling station.

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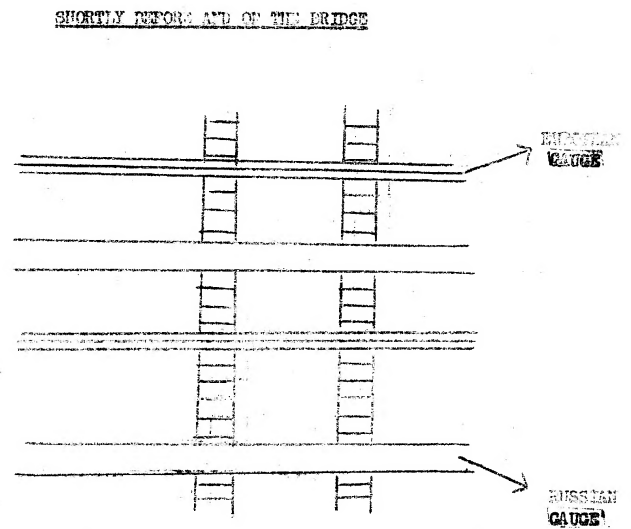
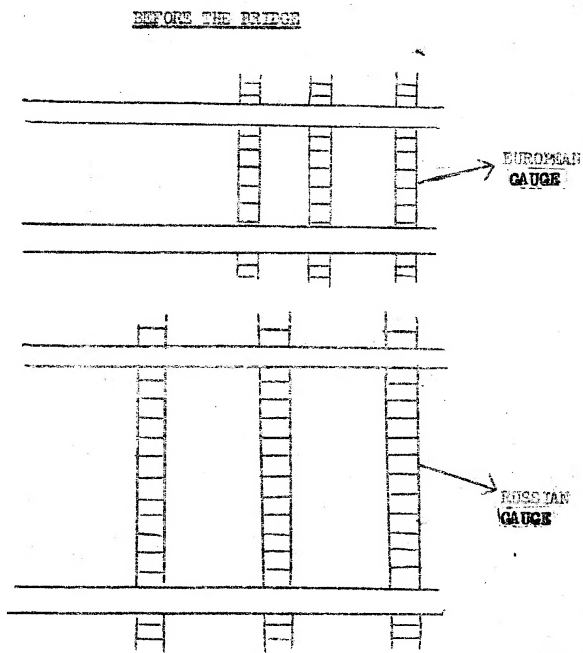


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SKETCH OF THE RAILROAD TRACKS  
BEFORE AND ON THE BRIDGE

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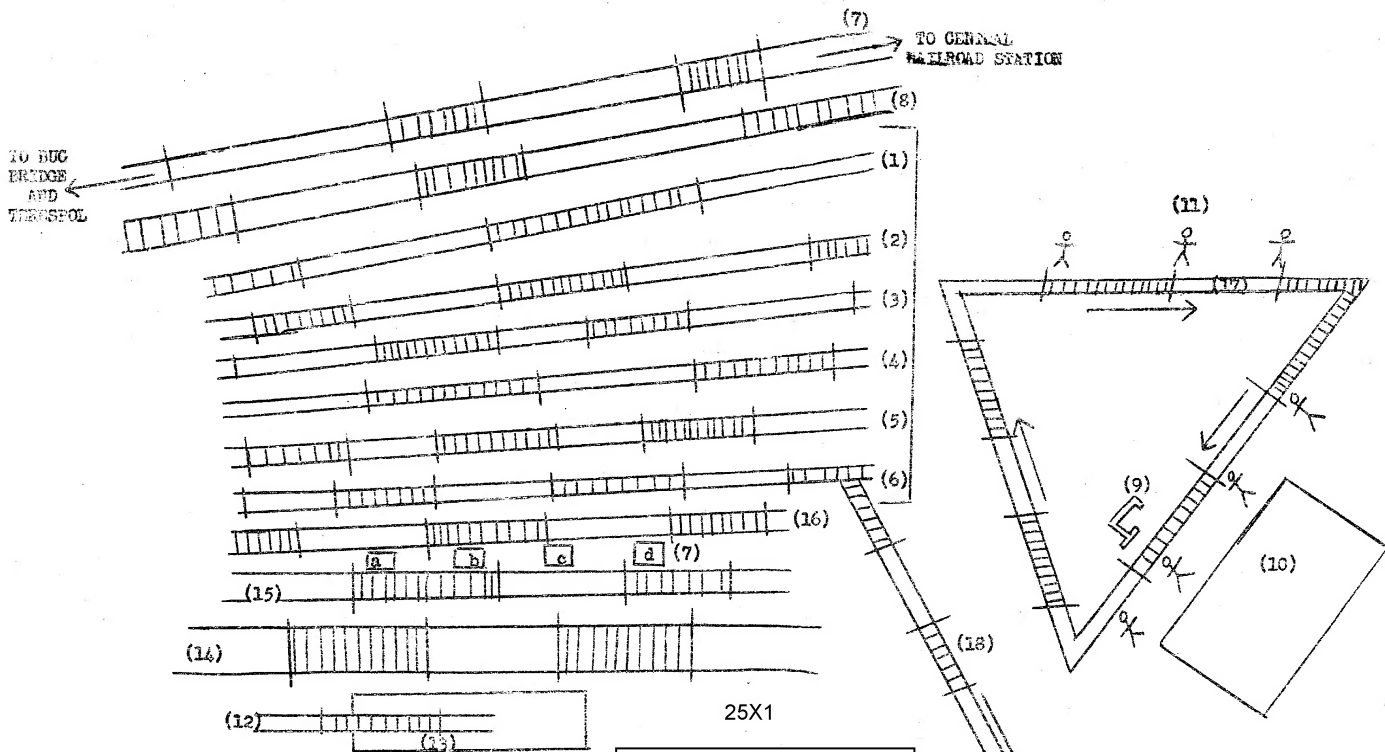


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